

CLASSIFICATION SECRET		25X1
Approved For Release 2002/08/08 : CIA-RDP82-00457R011700300008-5		
COUNTRY	Germany (Soviet Zone)	25X1
TOPIC	Neuruppin Airfield	REPORT NO.
EVALUATION	see below	PLACE OBTAINED
DATE OF CONTENT	7 to 24 March 1952	25X1C
DATE OBTAINED	25X1	DATE PREPARED
DATE PREPARED	8 April 1952	
REFERENCES		
PAGES	2	ENCLOSURES (NO. & TYPE)
REMARKS		25X1A
25X1X		

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- Between 11 a.m. and 1 p.m. on 14 March 1952, MiG-15s without auxiliary fuel tanks took off in groups of two at intervals of about 15 minutes from Neuruppin airfield. Their flight time lasted about 30 minutes. The weather was cloudless. There was no flying by type-29 planes. About noon on 15 March, 11 MiG-15s without auxiliary fuel tanks and 1 single-engine plane were observed at the field. The interior of the hangars could not be seen. At 11 a.m., flying by MiG-15s in groups of two was in full swing. Air activity was discontinued at 11:45 a.m. No type-29 planes were observed aloft.

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- Between 8:30 a.m. and 5 p.m. on 10 March, formation flying was practiced by up to 8 MiG-15s. The planes remained aloft for about 30 minutes. There was the same air activity on 14 and 15 March. Flights were made by 6 MiG-15s on 17 and 18 March. Ten MiG-15s and one single-engine, low-wing monoplane with radial engine were counted at the field.

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- At 7:30 a.m. on 7 March, eight swept-back jet fighters were towed by a jeep to the runway. At 8 a.m., four MiG-15s took off in groups of two and practiced flying in formation. They landed at 8:32 a.m. The next flight of planes took off at 8:34 a.m. Formation flying was practiced up to about 5 p.m. The planes circled the field. On the same day, there was also flying in formations of four aircraft. One group of two planes made high altitude flights at 8,000 to 9,000 meters. Flying continued up to about 5 p.m. Between 10:30 and 11:30 a.m. on 9 March, no flying was observed although the weather was good. From 8:45 a.m. to about 5 p.m. on 10 March, flights of four planes each practiced flying in various formations. Aircraft approaching in a single flight line formation simulated attacks on the Neuruppin-Wittstock railroad line, diving at an angle of 25 to 30 degrees. Two biplanes made local flights at the Rechlin alternate airfield. There was no flying on 11 March during bad weather. At 7:30 a.m. on 12 March, eight swept-back jet fighters were made ready for take-off. Subsequently, formation flying was practiced. The tail unit of a jet fighter lay in front of a hangar.

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4. On 8 March, three railroad tank cars each with a capacity of 20,000 liters were shunted on the spur track. * No railroad car was seen on this track at 7 a.m. on 11 March. The board fence which surrounded the dump on the northern edge of the field was continued as a wire fence to the west. [REDACTED] It was occupied by an NCO who wore air force insignia on his collar patches and black-bordered blue epaulets with a lightning flash cluster. ** 25X1

5. Between 17 and 22 March, 9 swept-back jet fighters, 3 Yak-11s and 2 Po-2s were observed at the field. Ten swept-back jet fighters were parked there on 23 March. Yak-11s and Po-2s made local flights on 17, 20, 22 and 23 March. Night MiG-15s were flying in squadron formation on 18, 19 and 21 March. On 24 March, source observed that only one jet fighter practiced strafing. ***

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- * [REDACTED] Comment. These three railroad tank cars have not been observed by transportation sources.

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- ** [REDACTED] Comment. The soldier is possibly assigned to the air force signal communication unit. The insignia of these troops is not known.

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- *** [REDACTED] Comment. The report confirms previous information on the new fighter regiment stationed in Neuruppin. The regiment is equipped with slightly more than 10 MiG-15s. Flight training in formations of flight and squadron strength was also reported from other airfields occupied by new fighter regiments. [REDACTED]

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[REDACTED] No crated jet fighters have been observed at Neuruppin.

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